



Fiscal Note
S.B. 115 5th Sub. (Gray)
2016 General Session
Sustainable Transportation and Energy
Plan Act
by Adams, J. (Cox, Fred.)



General, Education, and Uniform School Funds

JR4-5-101

	Ongoing	One-time	Total
Net GF/EF/USF (rev.-exp.)	\$0	\$0	\$0

State Government

UCA 36-12-13(2)(b)

Enactment of this legislation likely will not materially impact state revenue.

Revenues	FY 2016	FY 2017	FY 2018
Total Revenues	\$0	\$0	\$0

State agencies could experience an expenditure impact from this legislation as ratepayers. The impact on ratepayers cannot be quantified at this time: in addition to the uncertainty of changes in cost recovery percentages and specifics of negotiated energy supply contracts, the legislation includes multiple potential changes to both rates and incentives, without a clear cumulative direction and magnitude.

Expenditures	FY 2016	FY 2017	FY 2018
Total Expenditures	\$0	\$0	\$0

Net All Funds	\$0	\$0	\$0
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Local Government

UCA 36-12-13(2)(c)

Local governments could experience an expenditure impact from this legislation as ratepayers. The impact on ratepayers cannot be quantified at this time: in addition to the uncertainty of changes in cost recovery percentages and specifics of negotiated energy supply contracts, the legislation includes multiple potential changes to both rates and incentives, without a clear cumulative direction and magnitude.

A large-scale electric utility could experience reduced financial risk based on forecasted versus actual power costs, from a move to 100 percent cost recovery from the current 70 percent; based on 2014 and 2015, the utility could pass on approximately \$13 million to ratepayers annually, but the actual amount would depend on forecast accuracy. For five years, \$10 million annually collected by the utility could be allocated to the sustainable transportation and energy plan. The plan includes electric vehicle incentives for customers, funds for clean coal technology research, and other programs proposed by the utility. Utility customers in a net metering program could receive cash payments for generating excess electricity; those customers that choose to remain in the credit program for net metering would have their interconnection fee limited to \$2 per month. The impact on ratepayers cannot be quantified at this time: in addition to the uncertainty of changes in cost recovery percentages and specifics of negotiated energy supply contracts, the legislation includes multiple potential changes to both rates and incentives, without a clear cumulative direction and magnitude.

Performance Note

JR4-2-404

No performance note required for this bill

Notes on Notes

Fiscal notes estimate the direct costs or revenues of enacting a bill. The Legislature uses them to balance the budget. They do not measure a bill's benefits or non-fiscal impacts like opportunity costs, wait times, or inconvenience. A fiscal note is not an appropriation. The Legislature decides appropriations separately.